CENTRAL INTELLIGENCE AGENCY

# INFORMATION REPORT



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SECURITY INFORMATION

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Primary Flying School, Tbilisi, Georgian SSR

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1. Upon arrival at Tbilisi, [redacted] 25X1X about 200 kilometers south of Tbilisi, where the 21st Military Aviation School, (Pervaya Nachalnaya Shkola - sic), a primary flying school, was located. In this 25X1X school [redacted] a class of about 300, [redacted] 25X1X [redacted] 25X1X other students. [redacted] a group of 60 Polish students received special attention. [redacted] the Poles were part of a 25X1X group of the Communist Polish forces, which the Soviets were establishing. The Soviets took considerable pains to help the Poles pass the course. A number of the Poles, according to source, were poor pilot material. The remaining 240 students were Soviet nationals from all parts of the Soviet Union. In addition to the Slav group of Great Russians, Ukrainians, and Belorussians, there were students of Uzbek, Kazakh, Tatar, and other minority groups.

2. The aircraft used was a standard Soviet Air Force Primary Trainer, the UT-2. The complete pilot training course was an accelerated wartime course of one year; this necessitated a fifty per cent reduction in all phases of training except the number of flying hours. The standard two-year course was the rule both before and after the war. [redacted] 100 hours of flying time in 25X1X the Primary School. Graduates of the primary course were divided into fighter, bomber, and utility pilot candidates in that order. The best students were assigned to further fighter training, the next to bombardment, and the third category was assigned to transport, liaison, or other such utility duty. In addition to flight instruction, students received ground school instruction in the following subjects: navigation (elementary pilotage), elementary engineering, elementary aerodynamics, elementary weather, and military studies, which included organization, tactics, discipline, military law, and general military subjects.

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Middle School at Koda, near Tbilisi

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3. After completing the Primary School examination in the ground school subjects and the flight checks, graduates were assigned to the so-called Middle School (Srednyaya Voyennaya Aviatsionnaya Shkola). [redacted]. Training at this school was for fighter students, and there were about 180 to 200 students in the class. Students were drawn from three or four primary schools in the area around Tbilisi, and even from the Crimea. [redacted] of the opinion that during the war there were forty or fifty primary schools in the entire Soviet Union. Of the original 300 students [redacted] at Primary School, about 100 were eliminated at the end of the course because of poor flying technique. [redacted] the Polish group continued to receive special attention. Only two or three of the Poles were eliminated, and the rest were transferred into bombardment. The Great Russians, as distinct from the minorities, received better grades and made better pilots. By the advanced fighter training phase, the majority of the fighter students were of Great Russian stock, although the minorities had the same level of education as the Great Russians, since they had passed the same entrance requirements and had met the same physical standards. Source stated the Ukrainians and Belorussians had the same ability as the Great Russians, and were next in rank in the class.

4. The trainer used in the Middle School was the UTI-4 (sic), with 60 hours of flying time required. Ground school included the following subjects: navigation, consisting of pilotage but no radio technique; weather; the general theory of aircraft engineering, and its practical application to the UTI-4; and gunnery. After the three-month course, there were complete examinations on all subjects and flight tests, and then graduation to the next stage. Some 20 to 30 students were eliminated from further fighter training and were transferred to bombers. Source stated these students were definitely pilot material, since they had successfully completed the Primary School, but were not fighter pilot material. Five or six students, and two or three aircraft, were assigned to each instructor. Students flew for one hour each day, and soloed after six to twenty hours of dual training.

Advanced School, near Tbilisi

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5. After completion of the Middle School, [redacted] Advanced School (Vaziani Voyennaya Aviatsionnaya Skhola), about 18 kilometers north of Tbilisi.[1] [redacted] the Advanced School as a complex of five airfields. Two airfields were for the Yak-7, a two-seater fighter trainer. Two airfields had the P-39 (Airacobra), and one had the P-63 (King Cobra). [redacted] The traffic pattern overflew the built-up area of the city. For the first two months of the six-month course, training consisted of ground school only. Classes were held in navigation, aerodynamics, engineering, gunnery, radio, air tactics, air operations, weather, and general military subjects. After two months, [redacted] in the Yak-7 and then the Yak-3. The Soviet Air Force had changed from the P-39 to the Yak-3, which was then a new first-line fighter replacing the P-39.

6. Students flew 180 hours in this school in P-39s or Yak-3s, after the transition training in the Yak-7. [redacted] completed about 215 hours flying time. Following the primary stage, many of the minority students were eliminated, or transferred to bombardment or utility training. By the time the Advanced Fighter Training phase was reached, the majority of the students were Great Russians. [redacted] The leading five students in each class were designated honor students. [redacted] only eighteen or twenty [redacted] classmates were still alive; the great majority he believed were lost in wartime combat operations.

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25X1X Zhukovskiy Aviation Academy, at Moscow

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a. Training.

b. Military Discipline and Tactics.

c. Supply.

d. Political Section (most important section in source's aeronautical school).

8. All sections were responsible to the general of the particular school. Each section had its own faculty, for example:

a. Division of Mathematics.

b. Division of Aeronautical Engineering.

c. Division of Physics.

d. Division of Chemistry.

e. Division of Laboratories (consisting of laboratory work supplemented by field trips).

9. Each section of the Academy had approximately 700 students, making the total enrollment of the Academy about 2,800 to 3,000, all of whom were military personnel, ranging from junior lieutenant to lieutenant colonel. There were Yugoslavs and Czechs among the foreign students. Some Yugoslavs who had returned to their homeland during the summer of 1948 did not return after the Tito-Cominform break. Other Yugoslav students remained at the Academy. Students who had homes in Moscow or the nearby vicinity could commute; the remainder were housed in the school area.

10. The Academy used Monino airfield, about 30 kilometers west of Moscow.[1] The airfield had complete facilities, and was used as a practice field by each of the various divisions. Students studied and practiced their specialties at this field, which was a laboratory for the school.

11. At the end of the first year, a small metallurgical plant was attached to the school where students took an examination in the various techniques of metallurgy. At the end of the second and third years of the course, students took an examination similar to the one they had taken at the end of the first year. This examination was given at a metallurgical installation just outside Moscow, known as the Hammer and Sickle Metallurgical Plant. In the fourth year the students attended an air project at the Moscow Central Airport, where they studied; for example, they worked on engines for fifteen days, and on the planes themselves for another fifteen days. In the fifth year they went to various aircraft plants, where they were required to do practical engineering work. This phase of training was similar to an internship. All students who were fliers kept up their flying time at Monino. There was also a navigation school at Monino.

12. The rating of Shturman, held by graduates of the Academy, carried with it responsibilities approximating chief or lead navigator for an air division. On graduation the students were assigned to some specific duty. A graduate could be assigned as a division navigator to a fighter division, in which case he was responsible for plotting all courses and determining the meteorological forecasts for the pilots, and acted as a staff navigator. In a bomber outfit, a graduate flew the lead plane, acting as lead navigator; he was responsible for the navigational training and proficiency of the division. The Shturman

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school had originally been a part of the Technical Academy, but as it grew in importance it was given status as a separate academy. The course lasted for four years, and a graduate was awarded a diploma with the rating of command navigator. The course was equivalent to a degree granted for four years at a civilian college, and qualified the holder for a position approximating a chief navigator for an airline.

13. During the fourth year, students worked with the BMW-003, JUMO-004, and Nene jet engines. The ME-163 and ME-262 were brought into the academy in 1946. Third, fourth, and fifth-year students worked on these aircraft. Fifth-year students, after completing their period of on-the-job training in industry, were assigned an engineering project five months prior to graduation. A typical project might be the design and actual construction of a jet engine of 2400 lbs of thrust within certain specifications as to size, weight, and efficiency. If the project were successful, the student was graduated. If the student failed, he was permitted a second attempt at his project; if he failed again, he received a certificate stating he had completed the five-year course minus the project. On assignment, such men were not rated as engineers, but worked as technical assistants to engineers. About 80 of the 200 students failed the first year in the aeronautical division of the academy. In the second and third years, the average number of failures was 20. A total of 80, of the original 200, entered the fourth year. There were one or two failures during the final year. Students who failed during the first three years were reassigned to duties similar to those they held prior to entering the academy; for example, a squadron engineering officer or a well-qualified, warrant officer mechanic would be returned to his organization or to a similar type unit.

The Technical Academy

14. Each of the four divisions of the Academy had about 200 students at the beginning of each year. About 380 to 400 students, divided among the four divisions, graduate each year. There is a similar school in Leningrad entitled Order of Lenin Leningrad Military Air Academy (Leningradskaya Voyennaya Vozdushnaya Ordena Lenina Akademiya). There are then two such schools for the entire Soviet Union. About 740 to 800 students then graduated from the two schools in the years 1945 through 1948. Source did not hear of any plans to expand or decrease the number of graduates of the two higher academies, although expansion did take place prior to 1948. Academy instructors were detailed in 1948 to assignments in Riga, and selected graduates who had been assigned as instructors at the academy were detailed to the field to form cadres for new technical schools.

25X1A 1. [redacted] Comment. Source's judgments of distance and direction are generally inaccurate.